

THE DOWN-N-DIRTY FULL-AUTO SKS

(ENTAINMENT PURPOSE ONLY)

THE DOWN-N-DIRTY FULL-AUTO SKS (And Sumthin' Extra)I don't know whether this 'conversion' meets original Mil' Spec' or not. Haven't checked into it. I do know it works. The first thing you gotta do, before you even consider making the conversion, is KNOW HOW TO DISASSEMBLE YOUR TRIGGER GROUP

(Not just take it out, but strip it down to it's major components). If you don't know how to do that, even after studying the thing for twenty minutes, then forget it!

Once you get your trigger group out, you must first remove the Hammer. The hammer has a 'nub' at the bottom which acts as a SECONDARY Disconnect. Cut that 'nub' off.

Now look at the underside of the hammer. The 'raised' portion, in front of the Mainspring Shaft, is the Hammer's Sear. You'll need to cut a channel where the 'nub' used to be, about as wide as the 'nub, to about 3/32 of an inch from the edge of that sear (where the Mainspring Shaft is).

So long as you leave that little bit of a 'wall' on that end of the Hammer's Sear, the Full-Auto Trip will 'catch' and hold the hammer back until the Bolt/Carrier is in Battery. If you cut all the way through that wall, your gun will be unreliable at best but will probably NOT fire full since the Hammer will merely "ride" the bolt all the way closed and never deliver a definite and independent impact to the firing pin. In any case, Once you've cut that channel, the Hammer work is done.

In the Trigger Group, under the Hammer, you will find the PRIMARY Disconnect. When you force the hammer BACK, you will notice the bottom of the Hammer pushes down on two tits of THIS Disconnect (One on either side, though it's a single 'folded' unit). You only have to remove as much metal from these tits as it takes to prevent the Hammer from contacting them. Once you've got that done, the Disconnect work is finished.

Next comes the Primary Sear. This is the "Block" located at the forward end of the trigger group. It is pushed backward by a Spring that fits between this Sear and the Magazine Catch.

There's an Inspection Hole on the Left side of the Trigger Group for you to view this Primary Sear Engagement. Take Note of the ANGLE of Engagement. What you need to do is IMPROVE THAT ENGAGEMENT to prevent it from becoming dislodged during recoil.

With the Primary Sear Block removed, cut a "shelf" onto it that you will be able to see through the Inspection Hole. Here too, you want this "shelf" to be about 3/32 of an inch

thick. You won't need it more than 3/32 of an inch deep either. Once you've got this "shelf" done, you move on to the Trigger Sear.

The Trigger Sear is a "T"-Shaped Bar you can see best only by pulling up on the Full Auto Trip (The big, angled thing that sticks up out front of the Hammer). If you haven't removed the Primary Disconnect (discussed a little ways back) then do so now or you won't be able to finish the job! The front end of the Trigger Sear only needs to be reshaped to fit securely on the Shelf you cut into the Sear Block.

Once you've got the Trigger Sear reshaped, reassemble the Trigger Group and put it back in the gun and have a field day.

If you want to 'dry fire' the thing, go ahead. It will be quite informative to those of us who do not know how a Closed-Bolt Machine Gun functions. With the Trigger pulled back, hang on to the Carrier Handle and slowly let the bolt slide forward, toward Battery. If you did it right, the Bolt will STOP JUST SHORT of Full Battery position. The breach will still be slightly open.

This is the point at which the Full Auto Sear is 'critical'. Any movement forward, from here, pushes the Full Auto Trip Down, disengaging the Full Auto Sear and letting the Hammer Drop. Because there is some distance, now, between the Hammer and the Firing Pin, there is a time-lag between when the Bolt Shuts and when the Hammer hits home. In a Closed-Bolt system, this timing is basically the only thing that ensures the gun will go off!

I've had to rework enough guns, already, however, to know that just because all works well during a Dry Fire test, does not mean it will work with live rounds. All such 'failures' had one thing in common, though - The Trigger Sear disengaged under Recoil. Once a Definite and undeniable 'notch', or 'shelf' is put in place to engage the Trigger Sear to the Sear Block, the gun functioned Full-Auto. Simply improving the angle of the engagement proved wholly unreliable.

BUT - An Improved Angle is the only way to get Select-Fire. In which case, you simply place a Spring (Arched, 'Hair Pin', or Coil) under the Trigger Sear, inside the trigger group. This spring keeps upward pressure on the Trigger Sear. You also need a flat piece of Sheet Steel about a half inch wide. You'll then need to 'bend' this piece of sheet steel to fit around the outside of the trigger group, starting at the point between the Hammer and the Primary Disconnect, to fill in the "gap" you made by relieving the Primary Disconnect as described earlier, and wrapping around the Trigger Group clear to the same place on the opposite side. This little gizmo, if made right, will 'slide' back and forth. Full Auto will have it fully to the rear, Semi-will be had by pushing it forward, jamming it between the Hammer and the Disconnect. It's more of a Pain in the ass than it's worth, though, since you can actually shoot Double-taps within the first ten rounds you ever load - And you should find yourself shooting singles within the first twenty.

Here's a Bonus. Save yourself \$20 or so and KEEP YOUR BAYONET USEFUL. Cut your own "Muzzle Brake"/"Compensator". All it takes is a Hacksaw and a pocket knife or screw-driver. Look at your front sight. You'll see it's got an 'integral sleeve' on it. Lay your Hacksaw on that sleeve, about 3/16 of an inch from the BACK (Your on the Sleeve NOT The Barrel) - Angle the saw at about 45 Degrees (The Top of the Saw angled toward the Receiver) and begin cutting.

First you'll cut through the sleeve, and then through the barrel. Cut a little shy of the half-way mark (You want SOME Barrel there, and you want the gas to go more "up" than "out"). Move the blade about two blade widths forward (Toward the Sight base), and cut another slot. You have room for about 5 slots if you done it right. If you done it wrong, Hell! Just file out all the middle 'vents', leaving you a big gaping hole (I did that to mine as a way to clear mud - I carry the gun over the Shoulder, muzzle down - Sometimes when you sit down....uh....well, you know)

When you're done with the saw, use a pocket knife or screw-driver to 'pick out' the burrs the saw left behind. When you fire the gun, you will notice a 'difference' in the recoil. It's not less, it's not more, it's just 'different'. But you will notice a BIG Difference in your shot-string! All things being equal, the gun wants to shoot in circles, instead of vertically!

Now you have a Comp' without Sacrificing your Bayonet!

Mounting a Suppressor is just a matter of using one of those "Slip On"/"Turn-n-Lock" Muzzle Brakes first - This will seal the Integral Brake you cut in, and it gives you a 'Mounting Point' by allowing you to thread the full length of the External Brake.

A Suppressor is really nothing more than a couple of tubes, one smaller than the other, some steel wool or fiberglass batting, a 3/8" dowel, a couple of Toilet "Flapper Valves", and two end caps to fit the larger of your tubes.

Place the dowel in the smaller tube (1 inch I.D. Schedule 80 PVC Pipe is good, so is the heavier Electrical Conduit. Schedule 40 Steel Pipe is the best, but it's a Blue-Whale to hold when finished). Fill the tube, around the dowel, with Steel Wool or fiberglass (Fiberglass is the Quietest - But Always use SOME steel wool at the gun's muzzle-end anyway - Helps prevent the Fiberglass from blowing back into the action). Keep the Dowel as close to the middle of the pipe as you can - This will be the Bullet Path when you take the dowel out.

Now put one of the Toilet "Flapper Valves" at one end of the larger (Inch and a Half Inner Diameter) tube. You'll notice the 'Flapper' is Hollow - With an opening at the bottom of it's Cone Shaped 'Skirt' - This opening faces INTO the Tube - The Outside Solid Wall of the Flapper faces the OUTSIDE End of the Tube. It's not necessary, but it's 'good luck' to cut an "X" in the middle of the Flapper's Solid Wall - This eliminates any danger of any real pressure build-up.

Now take your other Flapper and cut a hole in it's Solid Wall the same size as your threaded Muzzle Brake. Take the dowel out of your smaller tube and insert this tube into the larger one. Place the other Flapper at this end where your gun muzzle will fit.

Put a 3/8ths inch hole in one Cap and put that cap on the FAR End where the bullet will be leaving the supressor.

Drill and Tap a hole in the other cap to fit the threads you cut into your muzzle brake. Place this cap on the opposite end of your now completed Supressor.

Your rifle now sounds like a weierded-out sound effect! Nothing at all like in the movies - Quieter as far as Muzzle Blast is concerned, but it still hurts your ears right through your eyes!

I Cut the one I had down to about 9 inches and placed it on a Ruger MK 1 22 Semi-Auto where it has remained to this day. This works much better than trying to hush the Mach II velocities of Centerfire Rifle Ammo.



